

NEW YORK HERALD.

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PROPRIETOR AND EDITOR.

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Advertisements for this evening.

BROADWAY THEATRE, Broadway—King's Theatre.

BOULEVARD THEATRE, Broadway—The French Opera.

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Steamboat Company to start the steamer State of Maine, which is now lying in the ice at Fall River, and nearly filled with freight, for New York, as soon as Mount Hope Bay and the river can be cleared of ice. She will be despatched outside of Long Island, as the ice in the Sound is so thick that it is impossible for her to make her way through it.

Capt. Fields, of the schooner Isaac W. Hughes, arrived yesterday from Port au Prince Jan. 6, reports that there were a number of vessels at that port waiting to discharge their cargoes, but in consequence of the Emperor having impressed all the male inhabitants into his service, to march against the Dominicans, there was a great scarcity of men to unload them. Capt. F. confirms our previous accounts respecting the war, and the execution of some of the nobles of Hayti by order of Souleque.

The British mail from Toronto, intended to have been despatched by the Africa on Wednesday, did not reach here until yesterday afternoon, in consequence of the bad state of the roads. It came in charge of Mr. McGilivray, the British mail officer, and will go on in the steamer Fulton to-day. Mr. McGilivray, the agent with the Arabia's mails at Buffalo on Thursday morning.

The price of flour in this market has fallen since the 1st of January nearly one dollar per barrel on all descriptions, as will be seen by the following comparative table of prices:—

Common State.....	86 25	\$7 50
Extra do.....	87 75	7 62
Western mixed.....	88 75	7 37
" do.....	89 75	7 12
" extra.....	90 75	6 87
Southern.....	91 75	6 62

The continued delay in the receipt of later foreign news had the effect of checking transactions yesterday in several branches of trade. The sales of cotton embraced about 800 to 1,000 bales, the market being firm. Common grades of flour were dull, and prices easier, while there was rather more doing. A small lot of Tennessee red wheat sold at \$1 87 1/2; Canada white at \$2 32 1/2. Corn was dull, and sales were unimportant. Rye sold at \$1 27 1/2 delivered. Pork was unchanged, with sales of mess at \$16 a \$16 1/2, and prime at \$14. Sugars were firm, with sales of New Orleans and Porto Rico at rates noticed in another column. Coffee was firm, with moderate sales. Freight was firmer, and to Liverpool flour was pretty freely taken at 2s. 6d.

The Clayton-Bulwer Treaty—The United States Government in a Trap.

On the 19th of April, 1850, Mr. Clayton, Secretary of State of the United States, and Sir Henry L. Bulwer, Minister Plenipotentiary and Envoy Extraordinary of Great Britain, concluded a treaty, not so much about their own affairs as the concerns of other governments. The first article of that treaty reads fairly enough on its face, but like the cup given by Iago to Cassio, it was "craftily qualified." It appertained particularly to Central America, and simple minded people would understand it as an agreement between Great Britain and the United States that neither Power should exercise any sovereignty over any part of Central America or its dependencies. The treaty was so understood by the Senate, and it was ratified in the same year and month when it was made, by the following vote:—

Yea—Messrs. Butler, Baldwin, Bell, Berrien, Butler, Chase, Clark, Clay, Cooper, Cowan, Davis, Mason, Devan, Dayton, Dodge, W. D. Dodge, W. D. Dumas, Fessenden, Fox, Fremont, Hale, Johnston, Jones, King, Mangum, Mason, Miller, Morton, Norrie, Pearce, Pratt, Sebastian, Seward, Shields, Smith, South, Sprague, Sturgeon, Underwood, Wales, and Webster—Total, 42.

Nays—Messrs. Atchison, Berard, Bright, Clemen, Davis, M. D. Dumas, Dickinson, Turner, Walker, Whitcomb, and Yates—Total, 10.

It should be noticed here that Great Britain holds certain possessions in Honduras which she claims are not within, or dependencies of, Central America. Sir H. L. Bulwer was notified by his government that the treaty was not satisfactory, and simultaneously with the exchange of ratifications which took place in June, 1850, the English diplomat wrote to Mr. Clayton as follows:—

In proceeding to the exchange of the ratifications of the convention signed at Washington on the 19th of April, 1850, between her Britannic Majesty and the United States of America, relative to the establishment of a communication by ship canal between the Atlantic and Pacific oceans, the undersigned, her Britannic Majesty's Plenipotentiary, has received her Majesty's instructions to declare that her Majesty does not understand the engagements of that convention to apply to her Majesty's settlement at Honduras or to its dependencies.

Her Majesty's plenipotentiary of the said convention is charged under the explicit declaration above mentioned.

Done at Washington the 20th day of June, 1850.

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country suffers. Bulwer's opinion of this government, derived from Taylor's administration—Clayton as Premier—was that it "was weak and inefficient." Was he not right? This Bulwer wrote to his confidential agent, Chatfield, and we published a copy of the letter Feb. 10, 1851. Mr. Clayton afterwards said that Mr. Bulwer denied its authenticity to him; but we still have the original, and can produce it when called for.

The debate now going on in the Senate is only a rehash of the HERALD editorials since 1851; they are changed, however, and overlaid with bombast, fustian and froth. They will end in nothing at all.

On the whole, it may be worthy of consideration whether the true course in respect to this treaty would not be to annul and abrogate it, after the fashion adopted in relation to the Missouri Compromise, and on the ground that it is disgraceful to both governments, being merely a pledge of honor that neither will stear in Central America, with a cordial declaration that the pledge is not to amount to anything. The fear of British colonization is a bugbear, for in a quarter of a century the British colonists will set up for themselves, with the aid of our filibusters, and establish a new Anglo-Saxon and American republic.

Our Fresh Water Seaports and their Key Blockade Dangers of War.

Our fresh water seaport of Philadelphia and the "half-and-half" harbor of Baltimore, (as will be seen from the newspaper extracts which we publish this morning from our exchanges of those unfortunate cities,) are under a rigid blockade by Jack Frost, tighter than would be the lock and key of a hundred hostile war steamers.

Let our readers peruse the report of the Philadelphia meeting in another column, and we dare say they will be amused at the following bit of ship news, especially when sandwiched with the despatch from the Capes of Delaware Bay, over a hundred miles below the Quaker City:—

PORT OF PHILADELPHIA.
Cleared—Bark Pennsylvania (Sardinian), Guelmo, London, Overbridge, Harvey & Co.

Correspondence of the Philadelphia Exchange.

London, Del., Feb. 6, 1856.

The fleet still remains at the harbor. The bay is still full of ice, and prevents all communication with the shipping. No arrivals. The weather continues very cold. Wind N. W.

WM. M. HICKMAN.

"Cleared," and for London, and from the fresh water seaport of Philadelphia, on the Delaware, over which, perhaps, the whole allied Crimean army, with all the spoils of Sebastopol, 6,000 pieces of artillery included, might march below the city for fifty, sixty, or seventy miles, with perfect safety? "Cleared," has she? But let not the consignees at London give her up, should they hear nothing further of her for a month or two to come. She must wait for a "glow and a flow," and a freshet. Professor Hare's plan of blowing up the ice for fifty, sixty or seventy miles, is rather expensive, and Mr. Wm. S. Pierce's plan of removing the port of Philadelphia a considerable distance down the stream, is a heavy job, and it will take some time to complete it. Nor are we satisfied that the ice boat proposition of Mr. Wm. B. Thomas will result in opening a passage to the sea short of a general thaw. Indeed, there is danger that these ice boats themselves may be frozen fast, should they venture out without full authority from Professor Meriam that the last great circle of this cold cycle of upwards of a thousand hours is ended.

Somehow for Philadelphia. Hot water is their only chance, short of a general freshet. They have coal enough to heat a sufficient quantity of water to open a single track all the way down to the Capes. We recommend hot water. Baltimore is pretty much in the same fix, and Chesapeake Bay, being nothing more than the estuary of the Susquehanna, is naturally enough as solid as a plate of iron. The Baltimore American assures us that "an observation (a bird's eye view) was made from the cupola of the capitol at Annapolis, (some twenty or thirty miles below Baltimore) by means of a large telescope, and that for a distance of probably seventy miles the bay presented an unbroken field of ice." Glorious spectacle for a Jamaica skipper. But then we are told that "the ice in Baltimore harbor is not so thick as is generally supposed," being found to be no more than "thirteen inches by actual measurement." Mercutio, when run through with a rapier, said that the opening was "not as big as a barn door, but it will do." And thirteen inches of solid ice will do for all purposes of overland transportation. Think of the "old thirteen."

We congratulate our neighbors of Philadelphia and Baltimore upon the great fact (for it is a great fact) that we are at peace at this crisis "with all the world and the rest of mankind," except Billy Bowlegs and the "border ruffians." Suppose—just suppose—our administration had brought our relations with England to the fighting point by this time, where would be our Baltimore and Philadelphia friends—oh! where? Shut in from the enemy's snuff and tight, as far as water navigation is concerned; but open to him by a march over the ice—artillery, horse, foot and dragoons. "Think of that, Master Brook," and be thankful that the saving discretion of Marcy has kept the lion and the unicorn from a field parade on the Chesapeake and the Delaware!

One of our Philadelphia contemporaries, in a spasmodic effort at a little cold comfort, says, "The severe cold has shut up the North river, to New York, so that persons now cross on the ice to Jersey City." News, that, to the Jersey ferry boats. "Misery loves company," but this will not do. We must class Philadelphia and Baltimore with Alexandria, Georgetown and Washington, on the Potomac; with St. Louis, on the Mississippi; with Pittsburgh, on the Ohio; and with Albany, away up the Hudson; and we shall probably hear from them all when the ice comes down in the spring.

RAILROAD RULES.—We have before us a pamphlet entitled "Codification of the Rules and Regulations for Running Railway Trains in the State of New York." It is the offspring of the combined labors of the Railway Commissioners, and is gratifying in one sense, inasmuch as it proves that they are not wholly idle. It would no doubt be an advantage for all the railways to be governed by one set of rules; though most of them now have good rules enough, if they were faithfully carried out. The Commissioners propose also to set up an observatory clock, by which all the roads in the State shall run; then, if the conductors will only run according to orders, collisions will be impossible. If we have a board of Railway Commissioners, at a cost of \$7,500 a year, we ought to have something in return for the expense.

The Austrian Concordat and the Pope's Allocations—State of Religious Feeling in Europe.

On its appearance in this country we published the recent concordat concluded between the Pope and the Emperor Francis Joseph of Austria. We now lay before our readers two allocations from the Pope—one on the relations subsisting between the Austrian government and the Holy See, on the basis of the compact referred to—and a proclamation from the Patriarch of Venice to the booksellers of that city and diocese.

These are remarkable and most significant documents, especially the Pope's allocation under date of November last. It will be seen by this paper how far the Emperor of Austria has consented to convey to the ecclesiastical tribunals temporal and civil power. While Mexico is confessedly struggling to maintain a government, and is continually foiled in her efforts to do so by the exercise of temporal authority by the Catholic Church, Francis Joseph, by a treaty, has conveyed to a foreign tribunal many of the essential jurisdictions of the civil administration. He has annulled the privilege of exercising authority of any kind over the church. He has, in fact, established the church as a government within his dominions, trusting himself to its awards, and building up in his empire a power behind the throne greater than the throne itself.

The lesson is to be learned in Europe that in matters of government there can be no partnership. Division of the authority of the State is in itself weakness and decay. It is this principle which has prevented the people of Mexico, and of all Spanish States, from consolidating the political elements into a living, energetic rule. The reason of the failure is obvious in the conflict between the civil and ecclesiastical authorities which is sure to follow such a connection. Spain is a noted example of this species of compromise, which seems to cast a blight over all the interests subjected to its dominion.

But these extraordinary proceedings between Francis Joseph and the Pope, and the allocation of his Holiness, dated the seventh of December last, appointing three eminent prelates to be Cardinal-Priests of the Holy Roman Church—the first, he avows, to please his "very dear son in Christ, Francis Joseph, Emperor of Austria, and Apostolic King;" the second because it was "singularly agreeable to our very dear son in Jesus Christ, Maximilian, the illustrious King of Bavaria;" and the third to gratify "our very dear son in Jesus Christ, Louis Napoleon, the illustrious and celebrated Emperor of the French, who has so well merited of us and the Holy See"—we say these events indicate something besides a desire to propagate the doctrines of the church in the dominions of the Austrian empire.

The church is a Power in Europe, not by virtue of the Roman government, but by the inoculation of its dogmas in the hearts of the people. As a corporation, as an embodied government at Rome, with Pius IX. at its head it amounts to nothing. It is a prisoner amongst nations—a weathercock to indicate the course of the wind. But in the people of Europe is a great Catholic power, the most efficient and united of any of the elements of European rule. Napoleon Bonaparte saw this, and his successor is now building upon it. He will convey no jurisdiction to the Pope—license no foreign tribunals in France—compromise none of his authority; but he will uphold the Pope, get his endorsements, enlarge his ecclesiastical powers in all the other continental States. He will make use of his position to combine the Catholic elements of the Continent, taking care to hold the means of crushing any effort at encroachment upon his own privileges. All this certainly adds nothing to the alliance between England and France. It indicates, indeed, that Napoleon's eyes are turned to the Germanic Northern and Central European Powers which England dismissed for the French alliance.

It would be folly to suppose that there are not immediate connections between the religious and the social and political affairs of nations. Continental governments, with rare exceptions,